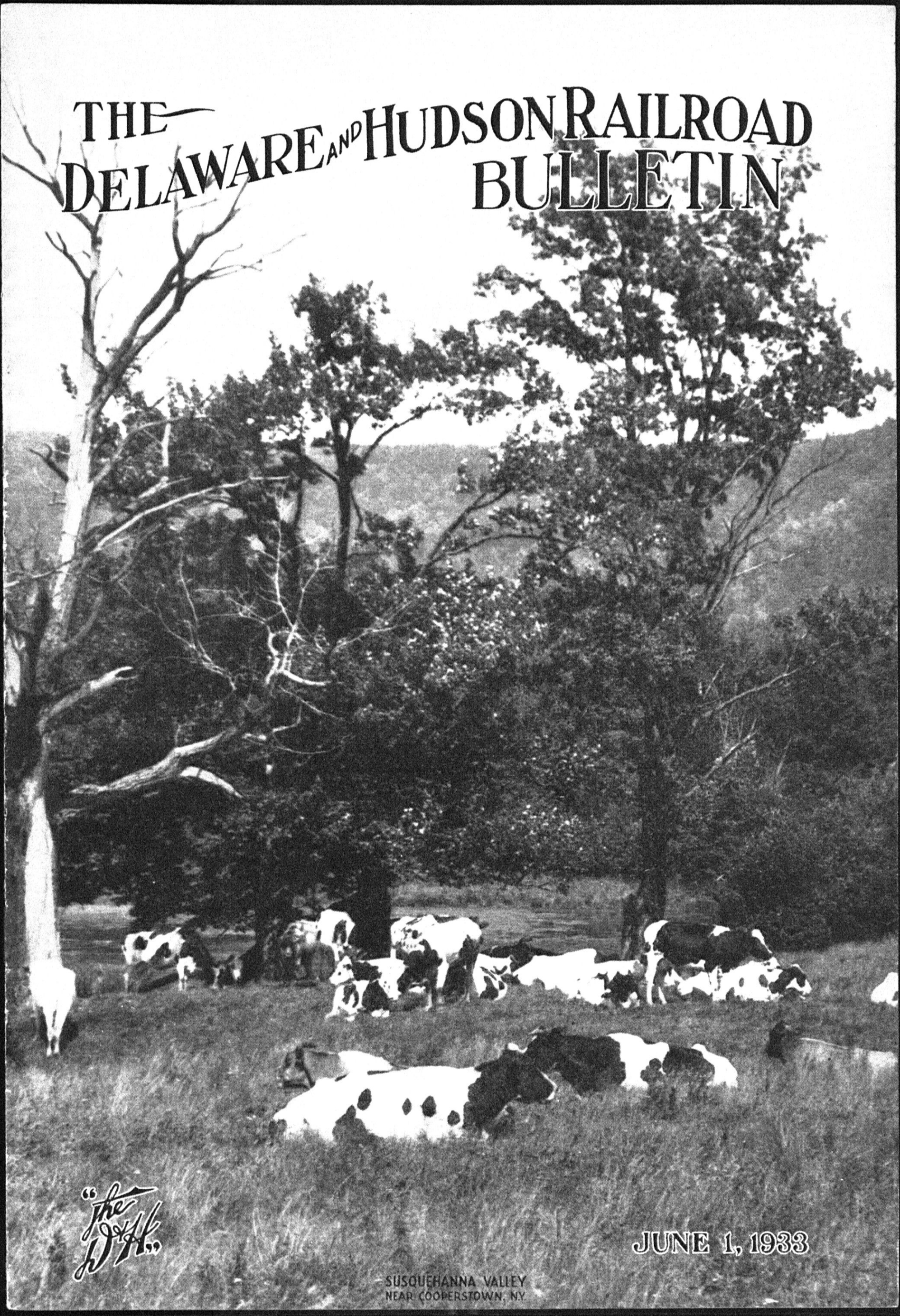
THE DELAWARE AND HUDSON RAILROAD BULLETIN



"the D&H"

JUNE 1, 1933

SUSQUEHANNA VALLEY
NEAR COOPERSTOWN, N.Y.

As A Man Thinketh

IF you think you are beaten, you are.
If you think you dare not, you don't.
If you'd like to win, but you think you can't,
It's almost a cinch you won't.
If you think you'll lose you've lost,
For out in the world we find
Success begins with a fellow's will;
It's all in his state of mind!

Full many a race is lost
Ere even a step is run,
And many a coward fails
Ere even his work's begun.
Think big and your deeds will grow,
Think small and you'll fall behind,
Think that you can and you will;
It's all in your state of mind!

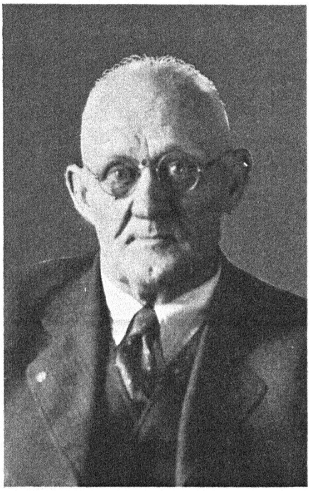
If you think you're outclassed, you are;
You've got to think high to rise.
You've got to be sure of yourself before
You ever win a prize.
Life's battles don't always go
To the stronger or faster man,
But, soon or late, the man who wins
Is the fellow who THINKS HE CAN!

—BUDD BUDGETTE.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Worked In 27 States

Retired Car Foreman Also Served in War With Spain



WILLIAM H. SESSIONS

CONSTRUCTION work had taken WILLIAM H. SESSIONS, retired Car Department foreman, into 27 states, although in the employ of but two different companies, before he came to Oneonta to help build the office building at the Car Shops. Upon completion of this work he was offered a position as a cabinet maker by Master Mechanic H. C. Smith, so he went to work for The Delaware and Hudson Company on the 26th of February, 1895.

A "Green Mountain Boy," having been born in Manchester, Vt., November 25, 1868, he attended the Burr and Burton Seminary, after which, being naturally handy with tools, he was apprenticed to a carpenter with whom he "served his time" and learned the trade. The next fifteen years, during which he was employed by a firm of general contractors, involved a wide variety of work. One of the most interesting and, seemingly, the most difficult job of all those he attempted, was the moving of a tall brick chimney in Tilton, N. H. It stood squarely in the path of a railroad line then under construction. To demolish it and erect another in a new location would be very expensive. So Yankee ingenuity was called into play. A few bricks were removed near the base of the chimney and wedges were inserted in the holes thus made. These raised the entire weight so that timbers and rollers could be put in place. Ropes and winches then drew the towering mass to a new foundation where it was set up as good as new.

Among MR. SESSIONS' first assignments after entering the Delaware and Hudson service was the dismantling of the little old "jimmy" cars used for the transportation of coal during the 19th century. He was also detailed to go out along the line building water tanks and making necessary repairs to stations and other company buildings, work since taken over by the Bridge and Building Department.

Like many other Delaware and Hudson men, MR. SESSIONS answered President McKinley's first call for men when the War with Spain broke out, becoming a sergeant in the 1st New York volunteer regiment to do duty on Governor's Island in New York Harbor. While his unit was encamped at the Presidio awaiting orders to board the transport which was to carry it to Honolulu, MR. SESSIONS one night wandered beyond the lines of his regiment

(Concluded on page 93)

Water Tragedies

May Be Averted if a Few Fundamental Rules Are Observed

WE are now at the beginning of the swimming season. What boy does not look forward to the time for the first plunge in the 'Old Swimming Hole'? What parent does not dread this same season? Almost every paper now carries the story of some child or grown-up who has met a watery death. As a matter of fact very few drownings are entirely accidental. Many times a person on a dare, or as a stunt, tries to swim beyond his strength, or perhaps does not realize that the water is cold, or that the current is swift; or as too often happens, uses a treacherous, tippy or leaky boat. Then there are those unaccustomed to small craft who, by standing up or by changing seats, capsize a boat that ordinarily would be reasonably safe.

Many people do not know enough about water to be mindful of its danger. You seldom hear of a person losing his life in the water who has previously had a narrow escape, or who has witnessed a drowning. Remember that not many who remain under water for a short time, even a few minutes, survive.

Every person should learn to swim, and the younger the better. It is good healthful sport, affording the best of muscular exercise and recreation. The exposure of a large area of the skin to the sun gives a new lease on life for the short and sometimes sunless days of winter. Get a good dark tan, if you can, but get it slowly, avoiding sunburn.

When learning to swim, keep in shallow water; be sure that there are no hidden holes or dropoffs. Never venture beyond your depth until you can swim well. Do not be foolhardy yourself, nor sanction it in others.

Never swim in water that is not fit to drink; if one ducks the head some water is almost certain to enter the mouth and may be swallowed. Dirty water frequently irritates, and may cause inflammation of the middle ear and nasal sinuses. Beware of submerging the head at all if you have a chronic ear or nose ailment. Diving is a worthwhile accomplishment, and a pretty dive is striven for by almost every good swimmer. But look before you leap; otherwise you may strike a submerged rock or log.

If you are near a person who is struggling in the water, beware; there may be two funerals instead of one unless you know how to break his grip. Provided you are a strong swimmer, you should be able to assist; if not, try to reach the drowning person with a rope, board or pole; he will grab at anything.

Everyone should know how to attempt resuscitation of a person who has been taken out of the water, perhaps apparently dead. Time is precious. Send for a doctor, but don't wait for him; also don't wait for a pulmotor, or other apparatus. Don't try to move the body unless artificial respiration can be continued constantly while the transfer is taking place; this is vital. Don't wait for anything, but go to work. Don't even wait to loosen the clothing; don't lose one minute for delays are serious. Empty out the water by raising the feet and hips. See that there is nothing lodged in the throat, such as false teeth, or a quid of tobacco.

The prone method of applying artificial respiration is the easiest and best, and is carried out as follows: Lay the patient on his stomach, with one of his hands extended overhead, the other bent at the elbow, and the face on the forearm so that the nose and mouth are free for breathing. Get on your knees, one knee on either side of the patient's hip bones. Place the hands on his back, with the little fingers just touching the lower rib, and the base of the hands far enough toward the center of the back so that the ends of the fingers are just out of sight. Keep your arms straight, and swing forward, letting your weight bear on the chest; not so hard, of course, as to damage the internal organs. Immediately swing back, and in two or three seconds repeat, so that the chest is compressed and relaxed from twelve to fifteen times a minute. On the downward swing the air is forced from the lungs, and when released on the upward return the elasticity of the chest will fill the lungs with air. A good way to time these motions is to swing forward each time you yourself exhale, and back when you inhale. This is called the prone method of resuscitation, and will save life if there is any life left. In the meantime some other person can loosen the clothing around the neck, and waist, and apply heat to the body. Don't stop until a doctor tells you, or until natural breathing has started or until at least an hour has elapsed. Many lives have been saved both from drowning and from electric shock by this method.

Freight Train Hot Boxes Drop

Operation of Oneonta Oil and Waste Reclamation Plant Helps Produce Increased Mileage per Delay. : : :

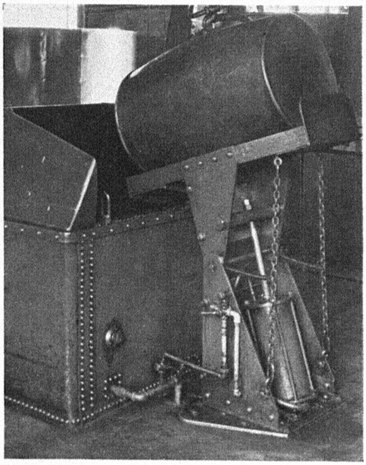
OVER five hundred thousand miles per hot box! That probably means little to most of us as a record for freight train operation until compared with the performance of 1911 or 1917 at which time a hot bearing once in every ten thousand miles travelled by a freight car was average performance. So we are today over fifty times better off in this respect than we were before the World War, if we may judge by the record made on Delaware and Hudson trains during the first quarter of 1933. In fact the figures for recent months show mileages in excess of 800,000 per hot box on our lines.

Hot boxes have for many years been a most perplexing problem though for a long time taken for granted and considered as unavoidable. They are, even now, responsible for more train delays than any other single mechanical defect in the cars. As an illustration of the trouble experienced with overheated journals on freight cars, attention is invited to the accompanying tabulation.

From it the difficulties experienced, particularly in the years prior to 1928, are readily apparent. Trains were frequently stopped to set out cars, usually loaded, because of hot boxes. It was a common sight to see one or more road repair crews on the line bringing cars in to a terminal for the application of new wheels, because of damage done to the axle as the result of journal bearings having run hot.

In addition to the embarrassment and expense arising from delayed service, there were such items as car maintenance, road repair crews, stopping and starting of trains to switch out defective cars, and the disruption of train schedules, each of which involved considerable expense.

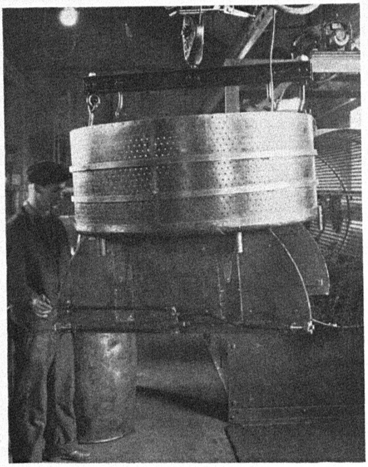
These failures persisted until 1928, despite all efforts to minimize them. In fact, the condition, which was common to all the railroads of the country, seemed incapable of relief.



Barrel Dumper unloading Journal Box Packing Returned for Reclamation

Year	*Hot Boxes*	*Mileage Per Hot Box*
1911	15,120	10,467
1912	9,871	16,448
1913	7,177	24,373
1914	14,827	11.434
1915	12,935	13,349
1916	15,567	11,976
1917	19,039	10,187
1918	13,294	14,221
1919	4,563	36,314
1920	5,721	33,981
1921	5,361	32,710
1922	8,684	17,476
1923	7,969	22,534
1924	4,710	39,241
1925	4,454	40,418
1926	4,654	43,201
1927	3,667	53,274
1928	2,328	82,244
1929	1,918	104,222
1930	1,292	146,265
1931	749	217,429
1932	427	300,616
1933 (3 mo.)	37	767,452

Unfortunately, too much attention was being directed toward lubricating costs per thousand miles and not enough to the quality of lubricants and the



Dumping baskets facilitate handling of oil-soaked waste

condition of the axle journals and related parts. Journal packing—oil and waste—was recovered from the boxes after use and was "renovated" to conserve materials and reduce expense, but little was known of the degree of cleanliness required to produce satisfactory results from this "renovation."

Research and study of the problem have done much to overcome the difficulties. In 1927 and 1928 vigorous campaigns were started on the Delaware and Hudson to ascertain the principal causes of overheated journals, with the result that the frequency of these failures has, as already stated, been greatly reduced. In 1929 a central plant, described in the March 15, 1929 issue of *The Bulletin*, was established at Oneonta and equipped with suitable apparatus to achieve the desired result. Here the journal box packing is effectively cleaned and each component, oil and waste, is restored to a satisfactory condition for further service. Improved methods of operation have been developed in the four years during which the plant has been in service so that it is now possible for one man with a minimum of supervision to supply the needs of the entire railroad for this material.

The operating economies resulting from the improvement in the hot box record are due not only to the operation of the "dope" plant, as it is called, but also to the interest of the train crews and the alertness of the railroad police who have prevented many a box from being robbed of its waste or mechanical parts, especially the brass which has a high scrap value.

It should not be assumed that the lubrication problem has been solved. Although substantial progress has been made much remains to be done. Further study of the design, maintenance and lubrication of journal bearings and general truck details must be made in order to further increase the efficiency of train operation.

The record of 300,000 miles per hot box made in the year 1932 and the excellent start of the present year in raising this to the 700,000-mile mark are most encouraging. No definite goal has been set but a steady improvement from year to year is hoped for.

Perfect Score Made in Triangular Pistol Match

SHOOTING in a three-cornered pistol match at West Point, N. Y., Saturday afternoon, May 13, the Delaware and Hudson marksmen defeated both the New York City Police team, which is one of the best in the country, and the United States Military Academy sextet.

All three of the team scores were well above the average for pistol competition. The Delaware and Hudson marksmen shot 1,753, for an average of 292; the New York City Police team fired 1,743 to average 291; and the Cadets' total was 1,706, giving them an average of 284.

First Lieutenant Johns, U. S. A., coach of the West Point team, remarked at the close of the match that he never would have believed such accurate shooting possible had he not seen it himself.

The feature of the match was a perfect score of 300 made by Patrolman JAMES H. OVERBAUGH, of the Delaware and Hudson team, who set a new record for the range. To accomplish this feat he fired ten bull's-eyes in each of the three stages of the match: slow fire, timed fire, and rapid fire.

The individual scores were: Delaware and Hudson, OVERBAUGH 300, RUSS 297, MASKO 296, GRATCOFSKY 295, PENNINGTON 287, and DISNEY 278, total 1,753; New York City, Sackett 299, Schuber 295, Kohler 294, Schmidt 291, Wendell 290, and Megliorini 274, total 1,743; West Point, Sparrow 297, Phillips 295, Lougly 281, Elliget 276, McKinney 276, and Gould 275, total 1,706.

Hidden Returns Of An Organized Accident Prevention Program

By C. W. Reeve

WHEN any industry endeavors to sell a safety program to its employees, it is not only attempting to reduce the cost of its own compensation claims, but it is also trying to keep the worker whole in body. Whenever safety work is spoken of, the general tendency is to cloud the latter effort with a lot of clap-trap about humanitarianism and cheap sentiment. But disregarding all interest in the welfare of the employee as an individual, the effort to keep his body whole is good economy for an employer.

By avoiding "employee accidents" the industry gains the continuous use of the worker and is not required to lose time and money breaking in raw inexperienced labor. A decrease in labor turnover is always an economy and a reduction in the number of cripples and maimed which the employer is required to carry on his payroll is a dividend paid by safety work. But those reasons are the very obvious ones and their returns readily show up on the balance sheet. A few of the important economic gains are much more elusive than are likely to be overlooked completely; therefore, it seems profitable to examine such gains more carefully.

The first and most important of these so-called hidden returns is a beneficial psychological reaction upon the employee. A well-planned safety program which has won the support of the worker produces the following viewpoint—The boss does not want me to get hurt; he supplies me with goggles to save my eyes and keeps my tools in good order. He takes an interest in my welfare; therefore, I will take more interest in the boss's welfare.—This trend of thought is not general but such a mental reaction can be observed in the majority of employees. If the employee has been carefully trained to be on the watch for unsafe practices and conditions, he becomes generally more wide awake and alert, thus his value as a worker increases. The spirit of competition fostered by the awarding of safety certificates and by public recognition from an employer of a man's ability to work without accident carries over the daily work. Two men endeavoring to outdo each other's ability to perform safe work will automatically attempt to outdo each other's ability to do work. This stimulation of rivalry produces further good effect because the worker is in no way conscious of any driving force behind it and any idea of a lash or whip is entirely absent. Safety propoganda may be termed a "tonic," which tones up the worker into a frame of mind which makes him desirous of giving a bit more of himself and of his ability in return for his wages.

It is customary in large companies to maintain a medical staff, either on full or part time. In an industry of more than normal hazard, the staff must necessarily be expensive, while on the other hand, where the accidents are at a minimum, the cost of medical service is very small. The usual practice is to employ only a registered nurse where the worker is subject only to physical ills, while a graduate physician should be retained where the employee is frequently meeting with accidents. Fewer accidents mean a lessened cost of medical assistance. In the event that an employer supplies first aid equipment for the benefit of the worker, a decrease in accidents directly lessens the cost of replenishing such supplies.

A safety program might be also termed a form of free advertising. Over a period of years public opinion has come to regard industry as cold blooded and grasping. When the average consumer learns of an employer who is making a special effort to safeguard the worker, his regard for that particular industry increases. Any device which will aid in obtaining the better will of the buying public is advertising and very effective advertising. Any such notice derived because of a safety program is obtainable at small expense.

Many more such benefits no doubt are obtainable through the means of a well directed safety program, but an increased cooperation from the employee, a decreased medical bill, and a more sympathetic consumer are benefits that can be achieved through safety efforts. In spite of the fact that such returns are obscure and hidden, they are too important to be overlooked by any industry.

An Omission

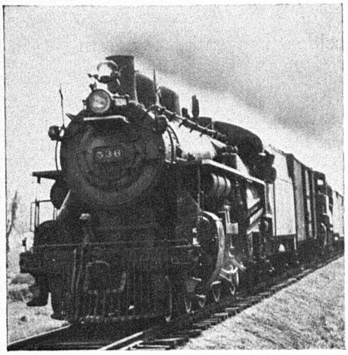
Once a year the newsboys of a certain district of London are taken for an outing up the Thames by a gentleman of the neighborhood, where they can bathe to their heart's content.

As one little boy was getting into the water, a friend observed: "I say, Bill, ain't you dirty!"

"Yes," replied Bill, "I missed the train last year."

Tax Burden Stresse

In 103rd Annual Report of The Delaw



Susquehanna Division Milk Train

IN the 103rd Annual Report of The Delaware and Hudson Company, PRESIDENT LOREE holds out little hope that there will be any immediate relief from the heavy tax burden under which the carriers are now laboring. In the course of the report, which covers the year ending December 31, 1932, he says, "During the so-called prosperous year of 1929, the Class I railroads paid taxes on an average of $1,100,000 per day, and in 1932 the payment was reduced to approximately $750,000 per day. This decrease does not represent a lessening of the relative tax burden of the railroads of the United States when it is considered that in 1929 taxes absorbed 6.3 cents of every dollar of revenue, whereas in 1932 taxes absorbed 8.8 cents of every dollar of revenue. No immediate relief from these heavy tax burdens is in prospect although public opinion is now directed toward securing economy and retrenchment in the cost of government, which eventually may result in decreasing the taxes of the country generally and the railroads should profit proportionately."

The report states that payment of dividends was suspended early in 1933, after a total of 7½ % had been paid out of surplus in 1932. Earnings of the Railroad and all other subsidiaries were greatly reduced by general business conditions.

In the portion of the report dealing with the Railroad Corporation, NET RAILWAY OPERATING INCOME shows as a deficit of $67,043, as compared with an income of $4,231,390 in 1931.

GROSS OPERATING REVENUES in 1932 totaled $23,255,774, a decrease of $7,465,424 from 1931, or 24.30%, as compared with an estimated decrease of 25.35% for the railroads of the country as a whole.

FREIGHT REVENUES amounted to $20,137,816, a decrease of $6,326,425, or 23.91% below 1931. Bituminous coal traffic declined only 9.85%, all other important classes of traffic falling off nearly one-quarter. While the revenue tonnage carried decreased 26.92%, the average length of haul increased 4.79%, and the average carloading increased 1.85%.

Illustrative of the fact that a comparatively small percentage of the road does most of the business, the figures pertaining to both freight and passenger receipts have been "broken down" in such a way as to emphasize the existing conditions.

In the case of revenue freight the total carried during 1932 was 16,155,518 tons. As the average haul was 122.63 miles, the ton-mileage figures 1,981,132,474. As a total of 864.7 miles of road were operated for freight haulage during the year, this reduces the amount of business to 18,683 tons carried per mile of road. On the basis of only a 3,000-ton train this means but six trains per mile of road *per year*, showing how the little-used bran-

Locomotive 1403, World's only 4-cylinder, tripl

essed by President

e Delaware and Hudson Company

ches pull down the average of the main-line in just the same manner that they affect the profitable operation of the railroad as a whole. Expressed in another way, the average tonnage per train was only 853.81, including non-revenue freight, due to the small amount of business done by the short trains on the branch lines.

The average cost to shippers using Delaware and Hudson service was but 1.016 cents for moving a ton of freight the distance of one mile. Our freight trains averaged 50 cars each, of which 30 were loaded and 20 empty, so that the average load per car hauled was 15.8 tons although the average per loaded car, including company material moving as non-revenue freight, was 28.18 tons.

PASSENGER TRAFFIC, while known to be less than the freight business of The Delaware and Hudson railroad Corporation, representing but 5.99% of the total revenue of the carrier, nevertheless amounted to $1,392,972 in 1932. A total of 1,210,017 passengers were carried during the year and the report gives some interesting information about what we might call "Mr. A. Passenger," the "A" standing for Average.

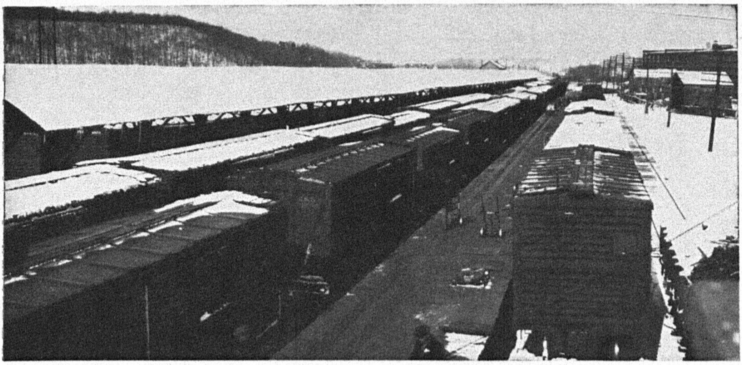
nder, triple expansion compound, and test train

Rail of 130-pound Section

He, or she, had a choice of 755.31 miles of track over which to ride, passenger service having been discontinued on 28.28 miles during the year. Assuming that all had selected the same identical mile, this would have resulted in a fairly profitable operation for the Company as there would have been 46,253,906 persons carried on it during the year, or 126,723 each day; enough to fill two hundred nine-car trains to capacity. As it happened, their choice of routes was so varied that they spread along the line enough to bring the average down to 1,602 per mile, or just under 5 passengers per day for each mile of road. "A. Passenger" paid $1.15 for his ride which was for a total distance of 38.23 miles, or at the rate of $.0301 per mile. Delaware and Hudson trains covering a total mileage of 1,810,938 were at his disposal. They could not have been concentrated on a single mile of track, and indeed, they would not have had to be there, since the capacity of a single car exceeds the 25.54 passengers who were carried for each mile run by a passenger train. From this it is easy to figure the passenger revenue per train mile at approximately $.77. Other forms of passenger train revenue such as express, mail, etc., amounted to almost as much more, so that the total from this type of service was $2,680,916, or $1.4804 per train mile.

OPERATING EXPENSES in 1932 were $22,361,427, a decrease of $2,437,690, or 13.32%, distributed among the various departments.

NET RAILWAY OPERATING INCOME for 1932 showed a deficit of $67,043, the operating ratio for the year being 96.15% against 83.98% in 1931.



Freight Revenues decreased 23.91% below 1931

ROAD AND EQUIPMENT account was increased by $1,671,591 as the result of the expenditure of $2,094,792 for additions and improvements and the retirement of property carried on the books at $423,201.

Lands were acquired at Glens Falls for future development; at Port Kent and Harpursville for realignment of track; and at Whitehall for a new yard. Lands were disposed of at Wilkes-Barre to eliminate encroachment, and at Comstock and Lake George for highway purposes.

The work of revising the grade and curvature of the railroad between Chazy and Cooperville was completed. Due to the realignment of one-half mile of main track at Harpursville, two new culverts were constructed and existing culverts were extended. Several culverts at other points were rebuilt during the year.

As an economy measure, a modern laundry was installed at Colonie, where work formerly done by outside firms will be performed by company forces. A frog reclaiming plant, including the erection of a building and equipping it with necessary machinery, was installed at Colonie to effect economies in rebuilding frogs.

An additional 30.6 miles of track were relaid with rail of 130 pound section and corresponding track material. A total of 11,867 steel ties, manufactured at Colonie shops, were installed in various yard tracks and sidings in replacement of wooden ties.

Grade crossing eliminations completed during the year included those at Willsboro, Afton, Elsmere, Cliff Haven, and Port Henry, as well as several in Binghamton.

At Whitehall, the transformation of the present tunnel into an open cut spanned at two points by bridges carrying intersecting streets, the relocation of the main tracks to a new right of way, the removal of the switching yard to a new location south of the village, the erection of an over-crossing to carry highway traffic over the relocated track and the construction of a new street and the new highway to eliminate several grade crossings, was 79% completed at the close of the year.

The removal of rock at Comstock to permit realignment of main tracks is about 83% completed. The rock removed was crushed and used in ballasting 18 miles of main track between Fort Edward and Whitehall. Three miles of track between West Chazy and Rouses Point were ballasted with broken rock secured from the Chateaugay Ore and Iron Company, one of the Delaware and Hudson subsidiaries.

During the year, the station facilities at Hyndsville, Esperance, Greenfield and East Windsor and the coal handling facilities at Lake Station, Whitehall, were retired.

One Mallet Compound locomotive was rebuilt during the year and a triple expansion, 500 pound pressure locomotive was under construction as the year ended.

In continuing the program of modernizing the freight equipment, there were built at Oneonta shops during the year, 36 three-hopper coal cars to replace a like number of twin-hopper cars retired. Accidents resulted in the destruction of 38 freight cars and 167 were dismantled. Improvements were made to a number of units by the application of cast steel truck side frames, improved hand brakes, air brake equipment of increased capacity, brake beam supports, metal sheathing straps, improved door fixtures, reinforced underframes, steel side and end stakes, improved draft gears, Harvey truck springs, reinforced end sills and steel roofs.

INDUSTRIAL DEVELOPMENT includes the location of 49 new plants along our lines during 1932 and the extension of the facilities of 15 others already established.

PENSIONED EMPLOYEES numbered 436 at the close of 1932, the pension roll for the year totaling $231,096.

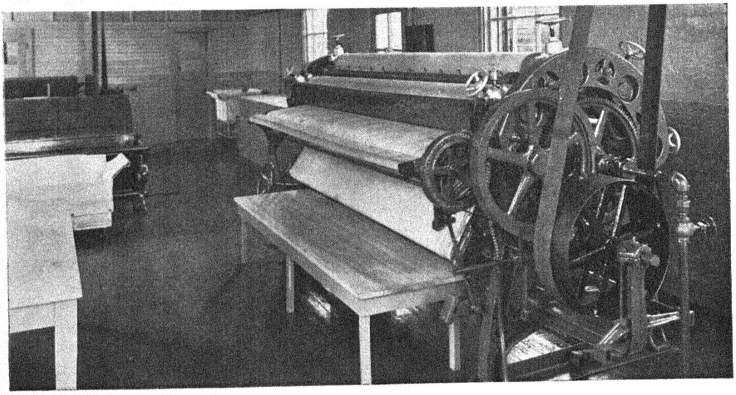
GROUP INSURANCE, by means of which comprehensive protection is afforded employees and their families against losses by death, illness, accident and dismissal has been continued. During 1932, the 11th year in which the plan has been in operation, premium payments amounting to $158,180 were made by the company. The payments to employees and the beneficiaries they selected amounted to $416,545, as follows:

153	Death claims	$256,665
961	Health claims	111,292
120	Accident claims	12,526
12	Accidental death & Dismemberment	17,300
19	Total & permanent disability	15,472
41	Dismissal allowances	3,290
1,306		$416,545

All claims except dismissal allowances were paid by the Metropolitan Life Insurance Company, which underwrites the plan. The dismissal allowances were paid directly from the treasury.

Pension and incapacitated roll payments and contributions to the group insurance plan, including dismissal allowances, amounted to $404,001. Employees' contributions to the group insurance plan amounted to $318,131. At the close of the year 10,441 employees were protected by group life insurance to the extent of $19,151,718, an average of $1,834 each.

After referring to losses sustained in the operation of various railway and steamboat lines during 1932, the report concludes with figures showing the decline in the anthracite demand in that year. While total production and sales of the industry fell off about 20%, Hudson Coal production was 23.33% below 1931. Sales from storage and other sources, however, brought the total up to the average for the country. Decreased business was attributed to three things: (1) The high cost of anthracite in relation to prices of other commodities, which has stimulated the sale of cheaper substitute fuels, (2) Unseasonably mild weather during the major portion of the coal-burning months, (3) The nation-wide depression. The report closes with the reaffirmation of the belief that wages paid in the anthracite industry are unduly high in relation to those paid in other industries, and that a reduction in these wages would enable the lowering of the selling price of anthracite with a resulting increase in business.



Modern Laundry installed at Colonie

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

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PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 13 June 1, 1933 No. 6

Railway Wages

WHETHER railway management should serve notice in the near future of a substantial reduction of wages, in view of President Roosevelt's recent comment on wage changes in general before the United States Chamber of Commerce, is discussed in an editorial in a recent issue of the *Railway Age*.

"The bill for the creation of a federal coordinator of transportation," the editor points out, "is intended to help railway managements reduce operating expenses by curtailing service, and would leave with railway managements virtually the same initiative and responsibility for results that they have now, including initiative and responsibility regarding the wages paid. In his address before the United States Chamber of Commerce, the President asked his hearers 'who represent, in all probability the majority of the employers of the nation, to refrain from further reduction in the wages of your employees and * * * to increase your wage scale in conformity with and simultaneous with the rise of the level of commodity prices in so far as this lies within your power. * * * It is a simple fact,' said President Roosevelt, 'that the average of the wage scale of the nation has gone down during the last four years more rapidly than the cost of living.'

"Whatever may be true as to other industries, it is not a fact that wages in the railway industry have declined relatively more during the depression than the cost of living. The average cost of living in 1932 was 22 per cent less than in 1929; the average annual compensation of railway employees—who worked fewer hours in 1932 than in 1929—was 16 per cent less, and the average hourly wage, which measures the cost of labor to the railways, was only 5 per cent less. In other words, the average railway employee who still had a job in 1932 worked fewer hours than in 1929, and received pay which would buy more than his 1929 pay, and therefore had had his real wages increased by the depression. As compared with the pre-war year 1913, the cost of living in 1932 showed an increase of 34 per cent and the average annual compensation of railway employees an increase of 93 per cent; and since the war working hours on the railways have been changed from a ten hour to an eight hour basis. After the great increases in both of them that occurred during and following the war, the cost of living and the wages of railway employees were reestablished on new bases in 1923. In 1932 the cost of living was 22 per cent less than in 1923, while average annual earnings per railway employee were only about 9.3 per cent less, and the average hourly wage was actually higher.

"In view of the easily demonstrable fact that the general statements made by President Roosevelt regarding the comparative declines that have occurred during the depression in wages and the cost of living are not true as to railway wages, it would appear that his appeal for the maintenance of wages could not reasonably be considered as having been addressed to railway managements. They should give full consideration to the views expressed by President Roosevelt, but they have the responsibility for railway results, and therefore should determine in accordance with their own judgment whether they should soon serve notices of reductions of wages, and for what amount. The reduction of railway wages is as justifiable a means of curtailing operating expenses as the reductions of service that are to be made under the supervision of the federal coordinator.

"If commodity prices so advance as to reduce the pressure for reduction of railway rates; if wage reductions are stopped and increases are begun in other industries; if general business, railway traffic and railway earnings increase to a normal basis, then there will be justification for withdrawing reductions of railway wages made because of the depressed condition of the railroad industry."

* * *

If you want knowledge, you must toil for it; if food, you must toil for it; and if pleasure, you must toil for it. Toil is the law. Pleasure comes through toil and not through self-indulgence and indolence. When one gets to love work his life is a happy one.—*John Ruskin.*

Worked in 27 States

(*Continued from page 83*)

and was challenged by a strange sentry. Being unable to give the password he was taken prisoner and marched into the camp of his captors, the 20th Kansas Volunteers. Here he was tried, convicted and sentenced amid such hilarity that the colonel stuck his head in the tent to see what was going on. Thus MR. SESSIONS first made the acquaintance of the late Major General Frederick Funston who, through his capture of Aguinaldo, the Filipino rebel leader, gained nation-wide fame. MR. SESSIONS recalls how Mrs. Funston, disguised as a soldier, attempted to accompany her husband to the Philippines although her ruse was discovered when the transport stopped at Honolulu.

During the trip to Hawaii the ship caught fire one night and an all-night struggle took place before the flames were finally subdued. Meanwhile they had drifted down nearly to the equator. A four-months' tour of duty in the islands was terminated by the return of the regiment to New York where it was mustered out.

MR. SESSIONS then returned to his work in the Oneonta Car Shops. When the coach shop was started in 1903 he was assigned to it, working as FRANK CLARK'S partner. On July 1st, 1904, he was made a foreman and continued in the supervisory force of the department until his retirement from active duty on March 31, 1933. In 1907 he was sent to the Wilmington, Del., works of the American Car and Foundry Company as inspector for the Delaware and Hudson on the construction of some steel underframe coaches. From Wilmington he went to Chicago where an order of 25 refrigerator- and 100 produce-cars was being completed.

MR. and Mrs. SESSIONS, who reside at 305 Chestnut St., Oneonta, have a daughter, Esther, and a son, Hugh, who, after serving his time as an electrician's apprentice with the Delaware and Hudson, entered the employ of the Telephone Company.

Group Life Insurance Claims Exceed $100,000

OVER a hundred thousand dollars, $107,224 to be exact, was paid to the beneficiaries named by 49 Delaware and Hudson employees in their Group Life Insurance policies during the three-month period, February to April, inclusive, of 1933. Individual amounts paid ranged from $500 to $10,200, the latter amount resulting from the benefits of the Accidental Death option and the special insurance plan for enginemen. Two additional claims were paid amounts equal to twice the normal amount, due to the Accidental Death option, while four settlements were made for balances due under the Total and Permanent Disability option. One claim was also paid in accordance with the terms of the special insurance plan for conductors. Payments averaged $2,188 per deceased employee.

Individual payments were made to beneficiaries as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	CLAIM
Ball, Frank P. (P)	Engineer	Carbondale	4-18-33	$ 2,200
Bodie, Clarence	Lampman	Honesdale	1-29-33	1,600
Bowlsby, Theodore (P)	Crossing Watchman	Buttonwood	3-27-33	1,000
Carney, Celia A.	Cleaner	Albany	2-9-33	1,000
Cosgrove, Patrick J.	Checker	Green Island	2-24-33	1,400
Dain, William	Foundry Foreman	Colonie Shops	4-23-33	3,200
Dante, James E. (P)	Agent	East Worcester	1-18-33	1,600
Dickey, Garfield D.	Foreman	Starrucca	2-21-33	1,800
Dix, Clark W. (P)	Road Hostler	Carbondale	4-8-33	2,000
Donner, Isabella Marie	Comptometer Operator	Albany	4-14-33	1,400
Duffy, Michael J.	Crossing Watchman	Peckville	3-26-33	1,000
Empie, Homer A.	Purchasing Agent	Albany	2-19-33	10,000
Fox, Richard	Foreman	Colonie	2-12-33	2,800
Garrow, Doulf (Adolph) D. (P)	Section Foreman	Mooers	3-27-33	1,600
Garvey, Michael (P)	Sectionman	Thompson	2-19-33	1,600
Gibbs, Fred S.	Clerk	Scranton	1-22-33	1,600
Griffin, Edward H.	Car Repairer	Oneonta	4-9-33	1,400
Hall, W. Robert	Laborer	Oneonta	2-9-33	1,000
Jansen, Arthur	Engineer	Oneonta	2-4-33	a e 10,200
Johnson, Edward	A. B. Inspector	Colonie R. H.	3-3-33	1,800
Kemper, George G.	Clerk	Albany	2-19-33	1,800
Kuzmick, Joseph	Crossing Watchman	Olyphant	1-25-33	1,000

Leonard, William B	Civil Engineer	Albany	3-5-33	t 4,453
MacGown, Mortimer W.	Laborer	Colonie	3-31-33	1,200
Manning, John J.	Switchtender	Albany	3-21-33	1,000
McGovern, Michael J. (P)	Conductor	Wilkes-Barre	4-4-33	c t 5,107
McLean, John W. (P)	Gateman	Green Ridge	3-30-33	1,000
McMahon, Thomas	Crossing Watchman	Plymouth	4-11-33	1,000
Miller, Archie	Machinist Helper	Binghamton	4-19-33	1,600
Molinaro, Bernardo	Coaler	Carbondale	4-21-33	1,600
Mooney, John J.	Caretaker	Menands	4-20-33	1,400
Nolan, Thomas H.	Trainman	Carbondale	4-16-33	t 1,662
Pace, Carlo	Crossing Watchman	Binghamton	2-15-33	t 902
Peters, Theodore	Crossing Watchman	Watervliet	3-25-33	1,000
Powell, Ashley V.	Head Clerk	Albany	3-10-33	2,000
Rea, Harold L.	Telegrapher & Clerk	West Chazy	3-7-33	1,600
Rector, Eugene F.	Trainman	Delanson	2-22-33	2,400
Reynolds, Bridget	Cleaner	Albany	2-27-33	1,000
Riley, Henry	Crossing Watchman	Saratoga	3-16-33	1,000
Schwab, George	Freight Handler	Wilkes-Barre	4-8-33	1,000
Seitter, Ernest Jacob	Foreman	Mechanicville	3-29-33	2,000
Shoppy, Alexander A.	Trainman	Carbondale	1-19-33	a 5,600
Stapleton, James H.	Patrolman	Oneonta	3-1-33	a 2,000
Tonkin, George (P)	Car Inspector	Carbondale	4-13-33	2,600
Turner, Montague	Foreman	Carbondale	1-17-33	1,600
Veber, George E. (P)	Tool Room Attendant	Oneonta	4-4-33	1,000
Welch, Charles W.	A. B. Repairer	Colonie	1-28-33	1,600
Wencil, Martin (P)	Conductor	Binghamton	4-4-33	500
Zeh, Charles E. (P)	Stockman	Binghamton	3-10-33	1,400
				$107,224

a. Includes payment made under A. D. & D. Insurance.
c. Includes payments under $3,000 Special Insurance Plan for Conductors.
e. Includes payments under $3,000 Special Insurance Plan for Enginemen.
t. Balance under T. & P. D. Insurance Claim.
(P) Pensioned Employee.

Sunlight, Man-Made

COPENHAGEN, 1922. Into the clinic of Dr. Ove Strandberg, newly noted for curing tuberculosis by light rays, comes a little, hollow-cheeked woman. Her story is pitiful: Husband dying of consumption, four children sick, all dependent on her alone. Examined, she is found to have tuberculosis, in the terminal stage, the germ has already attacked her larynx, her voice has faded to a whisper. She is "incurable," doomed to die! But she goes on her knees to Strandberg, begging him to save her so she can continue selling papers, supporting her husband and children.

Out of sheer pity he turns the carbon arc light onto her, allows her to walk daily to the clinic and be bathed in the health-giving rays, administered without hope. Time passes. Her husband dies, but the little mother, amazingly grows stronger, recovers completely, continues lustily hawking her newspapers, supporting her children.

This actual case, related by Paul DeKruif in his fascinating book, "Men Against Death," is but one of the many cases of human suffering cured by the use of artificial light rays under the supervision of a competent physician. DeKruif gives names and dates of cures by artificial ultra-violet—even of consumption of the bone—not one but many. For thousands of years people have recognized the practical healing power of sunshine. The fluctuations of disease and death coincide astonishingly with seasonal variations in the number of hours of sunlight. The more sun, the less disease—due to the marvelous powers of Old Sol in raising human resistance against germs.

To us moderns, confined in the shade during most of the hours of daylight, the vital question is: How effective is man-made sunlight as a substitute for natural sunlight? And the answer, given by Mr. DeKruif after a searching scrutiny of actual cases, is that machine-made light, as a cure for some diseases and a preventative against others, is *better* than natural sunlight itself!

—*The Synchroscope.*

She Miscalculated!

Mrs. Backpay—"Good morning, sir. Will you take a chair?"

Installment Collector—"No, thank you, ma'am. I've come to take the piano."

Clicks from the Rails

Orphans Prevent Wreck

An Erie express, hurtling toward destruction, was halted in the nick of time by six boys from the Passaic, N. J., Orphan Asylum who discovered a washout just at train time. The trip to New York and other honors and awards by the management of the railroad and others paled into insignificance in the minds of the youngsters when they received a wire from "Babe" Ruth commending their vigilance and promising to knock a special home run for them as well as inviting them to be his guests at the Yankee Stadium at an early date.

On the Single Iron

Out on the Rio Grande it's a case of "first come, first served," especially if the "first" happens, as in this case, to be a big bull elk. He got on the track and pursued his peaceful and rather leisurely way across two trestles and through the intervening tunnel while the train, having no other safe course to follow, trailed after him to the first "siding" and then tried to make up a little time.

Railroad Funeral

For 27 years Walter S. Currier handled the throttle of the *Portland Rose,* Union Pacific crack train to the Northwest, and its predecessors. In response to his last wish, George Holliday, for many years Mr. Currier's conductor on this run, scattered his ashes along the track as the train sped through Sumner, Wash.

Trucks vs. Trains

In 1931 while 1811 were being killed at grade crossings, including the 25% who ran into the sides of passing trains, about 4500 were being killed in motor truck accidents in this country. New York State contributed 626 truck fatalities, California 399.

Swim 8,000 Miles in 16 Days

Goldfish have no great reputation for speed in the water. Nevertheless 100,000 of them swam from Japan to Jersey City in about 16 days and were reported as fresh at the finish of the journey as when they started out, although there were a few complaints of seasickness on the steamer that brought them as far as Seattle. In crossing the continent they traveled de luxe, albeit in an express car, 473 specially designed, aerated cans holding them all. For the statistically minded it may be added that they weighed, including containers, 11,424 lb. were valued at $2,380, and brought in $1,405 to the Railway Express Agency.

Something New in Railroading

To the wide variety of occupations which are combined to insure the proper operation of a railroad perhaps the most unusual has been added by B. C. Banks who is listed as the official muskrat trapper of the Missouri Pacific on Lake Barton, Kansas. By burrowing into the dams and embankments the muskrats weaken them so that their activity is a matter of real concern to the railroad. Four to seven muskrats a day are being caught as the result of the industry of this "railroader."

Rabbit Boards Locomotive

Prodifious performances in covering ground have been credited to western Jackrabbits but a new angle was attacked in the news report that a rabbit had crashed through the cab window of the locomotive on a speeding Santa Fe train near Clovis, N. M. It seems that the rabbit did not, as might have been claimed, leap through the window, but was dropped by a hawk that had seized it and born it aloft as it was crossing the track. Wriggling loose, it fell just as the train arrived on the spot.

Teaching Rail-mindedness

Educating the rising generation to be rail-minded has been undertaken by many of the carriers. The M-K-T Texas Special recently carried 30 school children on their first ride, initiated them into the mysteries of Pullman berths and, capping the climax, allowed them to swarm over the engine ringing the bell and tooting the whistle, finally luring them away with the promise of ice-cream and cake in the air-cooled diner.

New Rates on Silk

Western roads propose to establish a fast freight rate on silk, moving from Pacific Coast ports to New York, of $3.50 per hundred pounds, with a minimum of 30,000 lb. per car, and to increase the rate on silk moved in passenger trains from $6 to $7, thus making a water- and -rail rate from Yokohama to New York of $12, approximating the all-water rate. Perhaps you can figure from this why "silk specials" are so popular on the Northwestern roads.

How Safe are the Railroads

"He wanted to be killed in a railroad accident. He will have to travel 60 miles an hour for 23,000 years in order to accomplish his purpose." This inscription accompanies a placard depicting an old man whose long white beard literally covers the floor of the compartment in which he is riding on the German State Railways. It gives a rather vivid picture of the safety of the traveler by rail in any country.

Unusual Baggage Accident

A shot from a pistol stored in a trunk which he was handling on an Illinois Central passenger train entered the left lung of W. H. Roberts, veteran baggageman, resulting in his death.

Be Cheerful

CHEERFULNESS is a thing to be more profoundly grateful for than all that genius ever inspired or talent ever accomplished. Next best to natural spontaneous cheeriness, is deliberate, intended and persistent cheeriness, which we can create, can cultivate and can so foster and cherish that after a few years the world will never suspect that it was not a hereditary gift.

—HELEN HUNT JACKSON.